

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4215.

日八十月三九年十二月光

WEDNESDAY, APRIL 15, 1903.

三拜禮

號五十月四英港香

\$30 PER ANNUM.

SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 9,000,000

Head Office—YOKOHAMA.

Branches and Agencies:

TOKIO. KOBE.
NAGASAKI. LONDON.
LVIOS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTHSIN. NEWCHWANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARRS BANK, LTD.
THE UNION OF LONDON AND
SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "

3 " 3 "

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1903. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$10,000,000
Sterling Reserve \$10,000,000
Silver Reserve 5,000,000
RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
G. Ballach, Esq. H. Schubart, Esq.
Hon. C. W. Dickson E. Shellim, Esq.
E. Goetz, Esq. Hon. R. Shewell,
G. H. Medhurst, Esq. N. A. Siebs, Esq.
C. Michelau, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

FIXED DEPOSITS:

For 3 months, 2 1/2 per cent per annum.

For 6 months, 3 1/2 per cent per annum.

For 12 months, 4 per cent per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 25th March, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER
CENT per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital \$1,000,000
Paid up Capital 2,324,374

HEAD OFFICE—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq. C. Ewens, Esq.
Chow Tung Shang, Esq. J. Lautz, Esq.
Chief Manager, GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %

Hongkong, 19th November, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hankow.

Tientsin, Tsin-tau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.,
DEUTSCHE BANK (BERLIN), LONDON, GESellschaft.

INTEREST allowed on Current Account,
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 4th October, 1902. [16]

GUARANTY TRUST COMPANY OF
NEW YORK
(AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL U.S. Gold
\$2,000,000
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.
LONDON BANKERS:
PARRS BANK, LIMITED.

HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business
transacted.

INTEREST ALLOWED

On Current Accounts at 2 1/2 per annum.

On Fixed Deposits:

For 3 months 2 1/2 per annum.

6 " 3 1/2 "

12 " 4 % "

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1902. [16]

1608d

Capital paid in, ... Gold \$4,000,000, ... 820,000
Surplus (Reserve) Gold \$4,000,000, ... 820,000

Total Gold \$8,000,000, ... 1,640,000
Capital and Surplus authorised, Gold \$10,000,000
= £2,055,000.

LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S
BANK, LIMITED.

The Corporation buys and sells Bills of
Exchange, issue Letters of Credit and carries on
every description of Banking and Exchange
business. Money received on Current Deposit
Account at the rate of 2 per cent. per annum
on the daily balances, and on Fixed Deposit
as follows:

For 12 months, 4 1/2 per annum.

6 " 4 1/2 "

3 " 3 1/2 "

HONGKONG—TEMPORARY OFFICE:
PRINCE'S BUILDINGS.

CHARLES R. SCOTT,
Manager.

Hongkong, 7th April, 1903. [10]

1000

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER 1896.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:

CANTON. PEKING.

CHEFOO. PENANG.

CHINKIANG. SINGAPORE.

CHUNKING. TIENSIN.

HANKOW.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Trans-
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS

per Annum Fixed Deposits for 3 months.

6 " 6 "

12 " 12 "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [12]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE FUND £80,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.

6 " 6 "

12 " 12 "

T. P. COCHRANE,
Acting Manager.

Hongkong, 2nd June, 1902. [11]

1061c

Mails.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

(to)

FOR STREAMERS

CAPTAINS

TO SAIL

REMARKS

LONDON and ANTWERP ... Java G. W. Gordon, R.N.R., to A.M., 16th April. Freight or Passage.

S'PORE, C'MBO and BOMBAY ... Pekin C. R. Longden, R.N.R. About 18th April. Freight only.

YOKOHAMA ... Malacca A. F. Street About 18th April. Freight or Passage.

SHANGHAI ... Bengal A. L. Valentini About 24th April. Freight or Passage.

LONDON, &c. ... Ballarat ... F. R. Summers Noon, 25th April. Freight or Passage.

(See Special Advertisement.)
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.

VIA SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea.)

(Calling at PENANG if sufficient inducement offers.)

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 14th April, 1903. [14]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKALINIE.

(to)

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

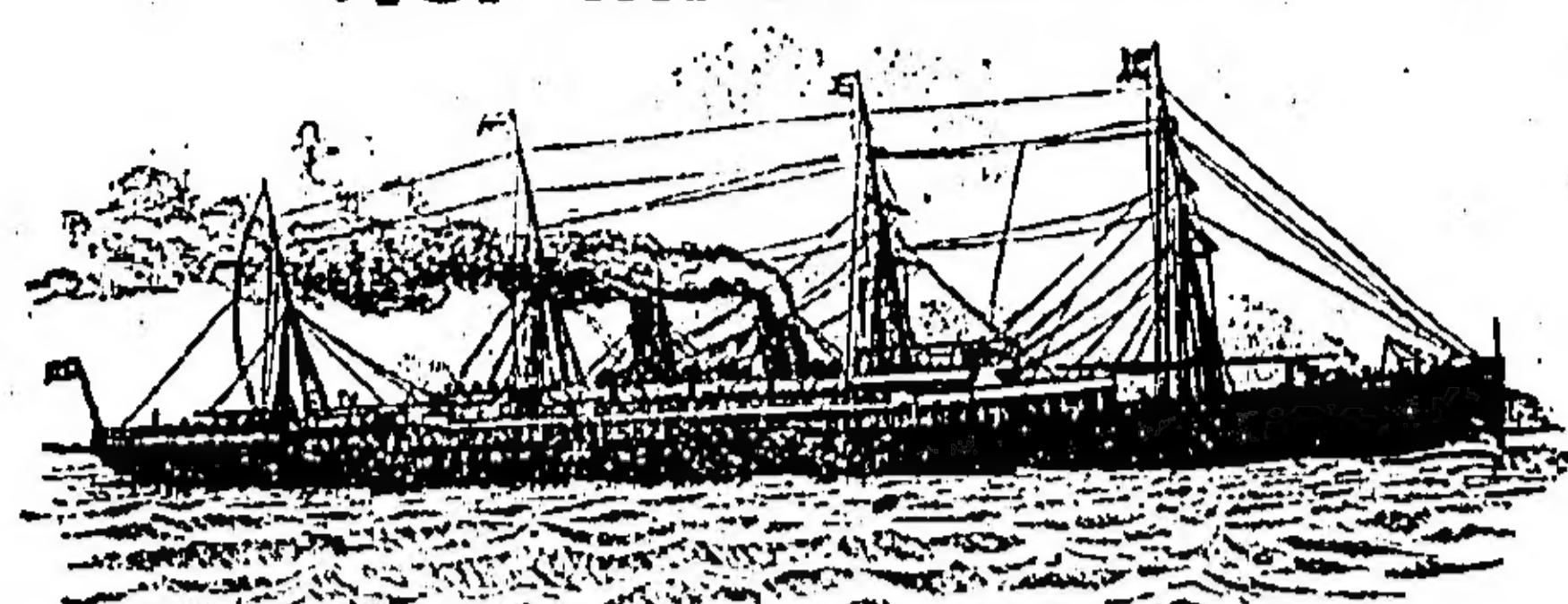
(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

KIAUTSCHOU WEDNESDAY, 29th April.

Statl.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"SIBERIA"	SATURDAY, 18th April, at Noon.
"COPTIC"	SATURDAY, 25th April, at Noon.
"AMERICA MARU"	TUESDAY, 6th May, at Noon.
"KOREA"	WEDNESDAY, 13th May, at Noon.
"GALILO"	FRIDAY, 22nd May, at Noon.
"HONGKONG MARU"	SATURDAY, 30th May, at Noon.
"CITY OF PEKING"	SATURDAY, 6th June, at Noon.
"DORIO"	TUESDAY, 16th June, at Noon.
"NIPPON MARU"	WEDNESDAY, 24th June, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The P. M. Company's Steamship "SIBERIA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 18th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 1 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 11th April, 1903.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons.	WEDNESDAY, 22nd April.
" " TARTAR" ... 4,425 "	WEDNESDAY, 6th May.
" " EMPERESS OF JAPAN" ... 6,000 "	WEDNESDAY, 13th May.
" " ATHENIAN" ... 3,882 "	WEDNESDAY, 27th May.
" " EMPERESS OF CHINA" ... 6,000 "	WEDNESDAY, 27th June.
" " EMPERESS OF INDIA" ... 6,000 "	WEDNESDAY, 24th June.
" " EMPERESS OF JAPAN" ... 6,000 "	WEDNESDAY, 15th July.
" " TARTAR" ... 4,425 "	WEDNESDAY, 22nd July.
" " EMPERESS OF CHINA" ... 6,000 "	WEDNESDAY, 5th August.
" " ATHENIAN" ... 3,882 "	WEDNESDAY, 12th August.
" " EMPERESS OF INDIA" ... 6,000 "	WEDNESDAY, 26th August.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUSITY OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisines are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pidder's Street.

Hongkong, 13th March, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIAISCHER FRAUDTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOVA, PORTS IN THE LEVANTINE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

KONIGSBERG ... HAVER and HAMBURG. 16th April. Freight and Passengers.

SAMBIA ... HAVER, BREMEN and HAMBURG. 23rd April. Freight.

SERBIA ... HAVER and HAMBURG. 5th May. Freight.

SAXONIA ... HAVER and HAMBURG. 19th May. Freight.

SEGOWIA ... HAVER and HAMBURG. 2nd June. Freight.

STRASSBURG ... HAVER and HAMBURG. 16th June. Freight and Passengers.

SUEVIA ... HAVER and HAMBURG. 30th June. Freight.

NUBIA ... NEW YORK VIA PORTS. 30th May. Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 14th April, 1903.

(13)

Shipping Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" ... 2,363 tons,	Captain H. D. Jones.
" " POWAN" ... 2,314 "	G. F. Morrison, R.N.R.
" " FATSU LAN" ... 2,260 "	" A. W. Dixon.
" " HANKOW" ... 3,073 "	" C. V. Loyd.
" " KINSHAN" ... 1,866 "	" J. J. Lissius.

Departures from HONGKONG to CANTON daily at about 8 A.M. (Sunday excepted), and at about 5:30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at about 8 A.M. (Sunday excepted), and at about 4:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" ... 1,998 tons,	Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule.	3 Sunday Do, from Macao to Hongkong daily at about 8 A.M. 3 excepted.

Hongkong to Macao daily at about 1 P.M. as per special Schedule.

Do, from Macao to Hongkong daily at about 8 A.M. 3 excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" ... 219 tons,	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao every Monday, Wednesday and Friday at about 7:30 A.M.	

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING" ... 161 tons,	Captain R. D. Thomas.
" " SAINAM" ... 383 "	B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the HONKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD

Hongkong, 11th April, 1903.

Intimations.

NOTICE.

STEAMERS AND LAUNCHES
FOR SALE.

A FAST twin screw steamer, just completed. Length 155 feet, breadth 25 feet, and depth 11 feet.

A Steam Launch with condenser, length 59 feet.

A Steam Launch with condenser, length 29 feet.

A Steamer, in course of construction, length 140 feet, breadth 24 feet, depth 11 feet. Engines 14 x 30", 20' stroke.

For Particulars Apply to

A. RITCHIE,

39, Des Voeux Road, Central.

Hongkong, 11th April, 1903. [454c]

HONGKONG ICE COMPANY,
LIMITED.

FROM 1ST MAY next, until further Notice, the Retail Price of Ice will be TWO cents per pound. Rates for One Ton and Upwards, supplied to Shipping direct from the Works, will remain as formerly.

Cold Storage Rates on application.

WM. PARLANE,
Manager.

Hongkong, 11th April, 1903. [455c]

WANTED.

INSTITUTION of ENGINEERS and
SHIPBUILDERS of HONGKONG.

Wanted a MANAGER for above Institution.

Apply to HON. SECRETARY.

Hongkong, 20th March, 1903. [458c]

WANTED.

A TEACHER for ST. JOSEPH'S COLLEGE.

Apply by Letter to BRO. FRANCIS,

Director, St. Joseph's College.

No. 2, Robinson Road, Hongkong, 12th January, 1903.

F. BLACKHEAD & CO.,
SHIP-

CHINESE POLITICS.

Knowing prophets agree that we shall soon have another outbreak of pistol politics. The Reform party in China has been busy these many months. It has any amount of money and a plenitude of Western arms.

I think I can sketch with some faithfulness the British position in China as it looks to the intelligent commercial subject of the King in that marvellous empire. And, indeed, there is pleasure in being the conductor of the views of British minds in the East to the best part of the British mind at home—which, of course, has its habitation in Lancashire and the adjacent counties.

I would have you hear through me a typical China man who comes back to the old country full of knowledge and wisdom about Anglo-Chinese affairs, and forthwith learns of the colossal ignorance of his fellow-countrymen about what is going on in China, where British prestige is a matter of bread and butter to thousands of men and women, who see in the Union Jack the most direct symptom of the presence of the kingdom of Heaven on earth.

THREE-TOLD STORY.

And, after all, the bread and butter of British merchants in China is the bread and butter of operatives and tradesmen in Britain. You do not need to have a personal correspondence with China before you can appreciate the contribution which the needs of a pigtailed Asiatic make to your own domestic comfort.

It is a thrice-told story, this, of the comparative decline of British commerce in the East. Fifteen years ago we were practically the only foreign supplier of Chinese wants. We dispensed, without challenge, the blessings of Lancashire cotton goods. There was none to cripple our beneficence to them and to ourselves. Hans had scarcely got across the sea, and Jonathan was still satisfied to help the development of his own country.

But Hans and Jonathan have indeed become men who count, and though they strive against one another they unite in gleeful pity for the venerable Bull, who has ceased to be the only gentleman of importance on that most wonderful littoral of the Pacific.

We have lost prestige as well as money. Prestige is the principal thing in far Cathay. It must not be vexed by loss of pence. Its quality is different from that which belongs to belted earls and coroneted dukes. The earl may lose his cash and still be a power in the Legislature. But the Chinaman, who has been reared on an extremely aged philosophy, thinks that if you lose your money you are incapable of carrying prestige. He takes a very worldly commercial view of international dignity.

DIPLOMACY'S EXCITED PRIVILEGE.

The British Foreign Office, of course, is above such unworthy considerations. It thinks that diplomacy, like virtue, should be its own reward. What has diplomacy to do with trade? It is only by the severest concession that diplomacy will ever consent to use such things as pens and ink and paper, which belong to the sphere of business. It is the exalted privilege of diplomacy to spend the money which trade makes. If trade cannot make much money, that is none of diplomacy's business.

That, broadly, is the Foreign Office view, and British Legations and Consular offices on the other side of the planet take their time from the Foreign Office. But a more patriotic idea is growing.

If there can be no diplomacy where there is no trade, then trade is the fundamental thing, and it is the duty of the trader to give the time to the diplomatist. As one of the trade's spheres of influence is the ballot box, it is diplomacy's ultimate duty to learn to say to trade, "I am your faithful and obedient servant."

Mr. G. Manington, who has been holidaying in England after fourteen years' continuous occupation in and around China, was lamenting to me the decline of British influence there, and the imperative need of the Government waking out of sleep, if our face is to be saved.

DILETTANTE CONSUL.

There are grumbler and grumblers. Generally he is justified of his grumbling who will give you a remedy for the thing which excites his discontent. I asked Mr. Manington what he would do if he were Foreign Secretary. Mr. Manington would altogether revise the Diplomatic and Consular Service according to the dictates of commercial common sense.

If you go to see a British Minister about a trade matter, in which also is involved the prestige of your country, he will refer you to somebody lower down. The American and German Ambassadors are not so. They eagerly fight the business battles of their fellow-countrymen when the need arises.

Sometimes, for instance, Chinese merchants are dilatory in paying their debts. The British Ambassador, if he is appealed to in a case of this sort, suggests that the only way in which Governments can participate in debt collecting is by means of warships, and easily armed expeditions that cost more than the debts are worth.

The ungentlemanly Chinaman thinks the Minister will not interfere because he is afraid, and so the thermometer of his respect for John Bull goes down a few degrees. The Consuls are not much better. Mr. Manington went to one who dwells in a fine house on a great waterway for information about commercial conditions in that neighbourhood.

The Consul had a high academic education. He is interested in the economic and philosophical development of the autocracy which surrounds him, and is therefore supposed to mere affairs of business. Mr. Manington found him absorbed in translating Herbert Spencer's *Principles of Sociology* into the Chinese tongue. When he wished to talk business, the Consul invited him to discuss abstruse subjects.

THE GERMAN KNOWS.

So to gain the knowledge which was essential to the success of his journey, Mr. Manington

ton went to a German merchant in that city, who knew everything and everybody, and was delighted to place the funds in his knowledge at the disposal of the Englishman.

The British position in the East is so delicate an affair that the unofficial men on the spot think the Foreign Office should separate and keep permanently businesslike men for its service, and not draw Ambassadors and Consuls from parts of the earth which have no sort of community with mysterious China. So long as Governments persist in putting their money on wrong horses, so long will there be failure of respect for the British name. The American Ambassador, Mr. Conger, has been in business. Though he lost his head for a minute during the siege of Peking, he has been an invaluable ally of American business men. The most that is said in favour of the British Ambassador is that he is better than Sir Claude Macdonald. That is a poor testimonial indeed.

British interests in China suffer through the well-deserved prosperity of venerable firms which pioneered European commerce early in the last century. When the Government wants extra official information it goes to these firms, and the chances are ten to one against a wise inspiration from the n.

These big houses do their business through Chinese middlemen, who become sureties for payment for goods sold to natives. Houses conducted on these lines travel in long-defined paths. Their operations are safe. They have great reputations and great fortunes. Which is another way of saying that the spur of ambition is not applied to their dealings.—A. H., in *Manchester Despatch*.

For Sale.

FOR SALE

A NEW MINIATURE BILLIARD TABLE with CUES and BALLS. For particulars, apply

"P.G."

C/o Hongkong Telegraph

Hongkong, 14th April, 1903. [46c]

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout. Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D' Hote at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 23rd October, 1902. [416a]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"COROMANDEL"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

From London, &c., ex S.S. *Himalaya*. From Calcutta, ex S.S. *Japan*. From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co's Steamers.

Goods not cleared by the 16th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 9th April, 1903. [44a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after MONDAY, the 13th instant, at 4 P.M. will be landed at Consignees' risk and expense to Godowns at East Point.

No Fire Insurance will be effected.

BILLS of Lading will be countersigned by

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 11th April, 1901. [456c]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SAGAMI."

FROM NEW YORK.

CONSIGNNEES of Cargo are hereby informed

that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the Wharves, delivery may be obtained.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

Hongkong, 11th April, 1903. [459c]

A.S.K. for ASAHI JAPANESE BEER.—

A.G. Giscol.

Hongkong, 11th April, 1903. [459c]

Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held at the FREE-MASONS' HALL, Zetland Street, TO-MORROW, the 16th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 13th April, 1903. [460c]

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China. Also widely circulated in Japan, Cochin China, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Twelve ".....	73.00
No charge less than one dollar.	
Discount allowed on—	
3 Months Contracts.....	5 per cent.
6 ".....	10 "
12 ".....	25 "

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.
DESTINATIONS.
SAILING DATES.
KAGOSHIMA MARU.....KOBE and YOKOHAMA.....THURSDAY, 16th April, at Daylight.
KINSHIMA MARU.....KOBE.....FRIDAY, 17th April, at 4 P.M.
INABA MARU.....MARSELLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....SATURDAY, 18th April, at Daylight.
HIROSHIMA MARU.....BOMBAY, VIA SINGAPORE and COLOMBO.....TUESDAY, 21st April, at 4 P.M.
KAGA MARU.....VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.....TUESDAY, 21st April, at 4 P.M.
KASUGA MARU.....NAGASAKI, KOBE and YOKOHAMA.....WEDNESDAY, 22nd April, at Noon.
SADO MARU.....KOBE and YOKOHAMA.....FRIDAY, 24th April, at Daylight.
YAWATA MARU.....SYDNEY and MELBOURNE, VIA TOWNSVILLE and BRISBANE.....FRIDAY, 24th April, at 4 P.M.
HATACHI MARU.....MARSELLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.....SATURDAY, and May, at Daylight.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class. Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chester Road.

A. S. MIHARA,
Manager. [5]

Hongkong, 14th April, 1903.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSE

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS

SCOTCH WHISKY.

WATSON'S

E BLEND

VERY OLD LIQUEUR

SCOTCH WHISKY.

A blend of the finest WHISKIES distilled in SCOTLAND, of great age, very fine and mellow.

Pronounced by Connoisseurs to be the BEST BLEND in the FAR EAST.

Per Dozen \$16.50

The following are also recommended, and are unsurpassed in quality:-

A.—THORNES BLEND \$12.00

B.—GLENORCHY, MELLOW BLEND, a fine 'SODA' WHISKY of great age \$12.00

C.—ABERLOUR-GLENLIVET 13.50

D.—H.K.D. BLEND OF THE FINEST OLD MALT SCOTCH WHISKIES 16.00

A. S. WATSON & Co.,
LIMITED,

THE HONGKONG DISPENSARY.

TELEPHONE NO. 256.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17A, QUEEN'S ROAD.FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM

FURNITURE

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF

FILTERS,

ROCHESTER LAMPS,

WHITE TURKISH TOWELS.

COUNTERPANES.

COOKING RANGES,

KITCHEN UTENSILS, and

HOUSEHOLD REQUISITES.

PHOTOGRAPHIC

DEPARTMENT.

DEVELOPING and PRINTING

* UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th July, 1902.

7282

CARMICHAEL AND CLARKE,

CONSULTING ENGINEERS AND

SHIPBUILDERS,

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. C. Code.

Lester's Standard Code.

TELEPHONE, 332.

Hongkong, 20th March, 1903.

135

BIRTHS.
On the 8th April, at Mayfield, Singapore, the wife of W. WOLBER, of a daughter.

On the 16th March, at Lahad Datu, Darvel Bay, British North Borneo, the wife of A. ZANDER, of a girl.

DEATHS.

On the 25th January, 1903, at Seaforth, England, JAMES GALLAGHER, formerly chief engineer, *Saikia Manu*, aged 63 years.

On the 4th April, at Cubbon Road, Bangalore, OWEN VINCENT NORRIS, B.C.E., formerly of the G.T. Survey of India, and late Engineer P.W.D., Mysore, retired, eldest son of the late Lieut. Walter Norris, Asst. Com. Gen., Madras establishment. Deeply regretted.

Never pass LeMunyon's New Store without stopping in. He always has something to please you.—Advt.

Fire was dug over on the P. & O. steamer *Peking* at Kobe on the 5th inst. It broke out in the forehold in a large cargo of cotton, but, fortunately, it was detected before it had made much progress. When the mail left Japan the number of bales burnt was not known but it was thought they would exceed 50, while over 1,000 had probably been damaged by water.THE *China Express* says:—It is stated that our Commissioner of Customs, Mr. F. A. Carl will shortly remove from Chefoo to take charge of the Statistical Department of the same service, which is located in Shanghai. It is with much regret that our residents generally anticipate his departure, and the same sentiment equally applies to his estimable wife and talented sister, who will indeed be greatly missed.The Nipp'n Yulen Kaisha steamer *Wakanmaru*, which arrived at Kobe on the 1st instant from Europe, took fifteen aborigines of the Malay peninsula, and India. These types are to be exhibited in the *jinru-kan* (human race hall) just outside the Exhibition. The same steamer also took a tiger, three large snakes, a number of goats and monkeys, and four crocodiles for the Osaka menagerie.According to a Reuter telegram printed in another column, the Americans have raised Admiral Montojo's flagship *Reina Christina* which was sunk by Admiral Dewey in Manila Bay during the Spanish-American war. It was on the 24th April, 1898, that Commodore Dewey, then at Hongkong, received a telegram stating that war had commenced between the United States and Spain and urging him to proceed at once to the Philippine Islands where he was to commence operations, particularly against the Spanish fleet, and use his utmost endeavours either to capture or destroy vessels. The following day the American squadron left Hongkong for Mirs Bay and sailed for Manila two days later. At five o'clock in the morning of May 1, the battle of the Bay commenced and the *Reina Christina*, with the flag of the Spanish Admiral, weighed and steamed towards the American ships. She was roughly handled, and set on fire and with ten other ships were destroyed and ultimately sunk. The details of the battle are so well-known that repetition is needless, suffice to say that Admiral Montojo reported 381 men killed and wounded, afloat and ashore. The *Reina Christina*, which was built at Ferrol and launched in 1886, was a steel cruiser of 3,520 tons displacement and 3,970 indicated horse power, having a speed of 17.5 knots and carried a complement of 370 men. She was 282 feet in length, with a beam of 42 feet, and mounted 6 6.2-in. (Hontoria), 2 2.7-in., 3 2.2-in. quick firing, 2 1.5-in., 6 3-prs., and 2 muzzle loading guns. A rumour was circulated in the Colony to-day to the effect that the old flagship has been sold in its present battered condition to the Hongkong and Whampoa Dock Co. It is, of course, discredited. The most likely version is that the *Reina Christina* will be brought into port and undergo the necessary repairs at our famous shipyard at Kowloon.THE *Straits Times* hears that Dr. Donald Keith McDowell, C.M.G., at present Principal Medical Officer of North Nigeria, has been appointed P.C.M.O. of the Straits Settlements. Though his local appointment is a peaceful one, Dr. McDowell is no stranger to the grim hardships and horrors of savage warfare. He was P.M.O. to the Ashanti Field Force in 1900, and also to the subsequent West African Field Force. He is a son of Surgeon-Colonel E. G. McDowell, c.m., of the Scots Guards, who served out in China in 1862, and afterwards in Egypt in 1882, and the Sudan in 1884, so he comes of fighting stock. He is only thirty-six years of age, and was married two years ago.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospital begs to acknowledge with thanks the following donation to the Hospitals:—

Butterfield & Swire \$100
Jardine Matheson & Co. 100
Keiss & Co. 100
D. Sasoon, Sons & Co. 100
Hongkong & Shanghai Bank 100
J. R. M. Smith 100
Lau Wai Chiu 50
W. B. Dixon 50
G. Andison 10It will interest a great many people in Singapore and the Far East generally to know that Captains Behrens and Madsen (both formerly of the *Kingfisher* Line) now command respectively of the *Norddeutscher Lloyd* steamers *Kieltochka* and *Strassburg* have been decorated by the German Emperor with the Order of the Royal Crown of Prussia. The decorations were conferred in the middle of March, and the interesting news reached Singapore by the last mail. The many friends of these well-known ship captains will join in expressing their satisfaction at this recognition by their Sov'reign of the sterling service of both the gentlemen referred to.

JOHN Wylie, a youth barely sixteen, appeared before Mr. J. H. Kemp this morning charged with obtaining the sum of \$10 under false pretences from two native women. It appears that Wylie on the 13th instant went to Nos. 10 and 8, Lower Lascar Road, and represented himself as a Government officer, in charge of water taps. After making a sort of inspection on the water services in the houses he condemned two taps and ordered them to be removed, but pointed out that if he was paid \$10, he would send men to have new taps fixed. After receiving the money, he gave the unsuspecting women a sort of receipt mentioning nothing about the taps or the money paid. At any rate the police got to hear of it, with the result that he was arrested. The Magistrate sentenced him to six months' hard labour. It may be mentioned that the prisoner had recently been discharged from the gaol where he had done five months for a similar offence.

AT their sale rooms this afternoon, Messrs. Hughes and Hough offered for sale by public auction the leasehold property known and registered in the Land Office as Sections D. and E. and the remaining portion of Island Lot No. 704 known as *Fernside*, Robinson Road. There was a fair gathering of some of the leading tailors and compradores of the Colony. Mr. Ho Kong Tong started the bidding at \$1,000, and rapidly rose up to \$15,000, \$7,000 \$8,000, \$9,000, \$10,000, and then to \$25,000, the bidders chiefly being Mr. G. T. Veitch of Messrs. Jardine Matheson & Co., and Messrs. Chan Hewan and Tam Tsui Kong. A fresh start was however, made by Mr. Veitch offering \$26,000, which was increased to a thousand by Mr. Tam Tsui Kong. Mr. Veitch, however, raised the amount to \$27,000, and secured the purchase at which price Mr. Chan Hewan called \$27,100, and the sale was concluded. We understand that Messrs. Tam Tsui Kong, and Low Hip Chee are also interested in the deal.WE have received the *Kokumin Shimbun* (a Japanese paper published in Tokio) of the 3rd of April which is its 4,000th edition. It is a special copy for the occasion and contains no less than ninety-six pages. Besides these pages there is a supplement in the shape of a book of poems, entitled *Chijo no Hikaru* (Everlasting Light). We see by a Kobe exchange that this contains national songs composed by Their Majesties the Emperor and Empress. The pieces by the Emperor were illuminated by Lord Kuga, eighty-nine years old, and holder of the Junior First Court Rank, and these by the Empress were illuminated by Count Higashikura, Vice-President of the Privy Council. This brochure, prepared with special care, should be a valuable souvenir. At the end of it there is a note written by Count Matukata, O.C.M., ex-Prime Minister of Japan, which explains why the *Kokumin* published a copy of *Chijo no Hikaru* as a supplement to its memorial number. Undoubtedly the brochure will be very highly prized by the Japanese.

IT is stated that the racing authorities at Calcutta have decided that a sum of Rs. 7,000 is to be aded in the race for the Viceroy's Cup. The winner will get the Cup and Rs. 20,000, while Rs. 5,000 and Rs. 2,000 will go to the second and third horses respectively.

MESSRS. Carmichael and Clarke, the shipbuilders, besides having large contracts, are doing a good trade in building launches for the Philippines. They despatched 65 footer named *Mitsui*, for the Mitsui I usan Kaisha, last Thursday, and she arrived at Manila yesterday morning. Two other craft for Manila, now in course of construction, are the launch *Mediator* and a 25-foot gasoline pinnace.

I wish to announce to the people of Hongkong that I am now prepared to take portraits in the very latest styles and patterns. Prices reasonable. Yours very truly, C. E. LeMunyon, 31 Des Vaux Road, P. O. Box 368. Telephone 390. Advt.

THE Beer to drink in the tropics is the Beer made in the tropics—**SAN MIGUEL**.

Keep up with the times and have your Development and Printing done at LeMunyon's. His work is of the very best and thoroughly guaranteed. Advt.

A MEETING of the Justices of Peace was held this afternoon at the Magistracy to consider an application from L. Cormar for an adjunct licence to sell and retail intoxicating liquor on the premises situated at No. 61 Des Vaux Road Central. Mr. E. J. Grist, of Messrs. Wilkinson and Grist, appeared for the applicant. Mr. F. A. Hazeland presided, and there well also present Mr. J. H. Kemp, Captain Lyons, Messrs. A. Seth, R. H. Craig and C. D. Melton ne. The were no police objections, and the application was unanimously granted.

THE *Sin Hua Pao* is informed by its Peking correspondent that the late Yung Lu took by mistake some drugs of a "cooling" nature last month, consequently his health was greatly impaired, and it was owing to extra care that his chronic trouble did not recur. For several days, the Empress-Dowager daily caused to be sent to her favourite, ginseng, bird nests and other delicacies. She also commanded the Court physicians to attend on him.

A PRETTY wedding was solemnized this morning by the Rev. F. T. Johnson, M.A., at the St. John's Cathedral. The contracting parties were Miss May Hunter, only daughter of the late Mr. W. L. Hunter, and Mr. Thomas Cock, of Messrs. Greaves and Company, of Shanghai. The bride was attired in a beautiful dress of rich brocade satin, trimmed with chiffon lace and wore a veil and orange blossoms. She carried a lovely shower bouquet, and wore, as her only ornament, a large diamond crescent, given her by her bridegroom. The bridesmaid was Miss Eva Husley, and the duties of best man were undertaken by Mr. Harold Austin. The bride was given away by her brother, Mr. T. Hunter of Messrs. Jardine Matheson and Co. A reception was afterwards held at the bride's residence No. 1, Old Bailey. There were numerous presents, conspicuous among them being a pearl necklace with diamond pendant, from the bride's mother, and an emerald and diamond ring from her brother. The happy couple depart to-morrow by the German mail steamer on their honeymoon tour to Shanghai and Hankow.

THE *Sin Hua Pao* states that it is reported among the officials of Canton city that the rebellion in Kwangsi is gradually quieting down; there is hardly any vestige of rebels in Wuchow, Tsinchow, Linchow and Pinglo; but on the left bank of the West River as Nanjing and other places, they are still active. As to Marshal Su's troops of twenty-five battalions, they are really nominal in number; while many deserted and joined the insurgents, those remaining only look on, passively without rendering any assistance to the other troops, in fact they are an obstruction to the campaign, consequently the edict commanding Marshal Su to go to Peking for an Imperial Audience was issued. The same edict further appointed Major-General Huang, who was transferred at the request of Governor Wang Chih Chun from Yunnan to Kwangsi, to be Acting Commander-in-Chief of Kwangsi, therefore the military authority of the whole Province will henceforth be centred in a single person, that is Governor Wang Chih-chun; therefore the prospect of quelling the rebellion is more favourable than it was.

THE following cards were returned from the Royal Hongkong Golf Club's quarterly meeting.

M. CECIL CUP.

Mr. E. E. Deacon 86—12 = 74
Mr. J. Grist 85—5 = 80
W. G. D. Turner 98—18 = 80
Lt. D. C. H. Dalrymple, R.N. 91—13 = 80
Mr. W. W. Clark 88—6 = 82
Dr. J. R. Raymond 95—9 = 86
Mr. J. C. Gray 108—22 = 86
W. J. Saunders 103—15 = 88
G. Stewart 93—4 = 89
C. E. H. Beavis 93—2 = 91

24 entries.

BOBBY Y CUP.

Dr. W. L. Martin 15 1 up
Mr. A. Brooke-Smith 15 1 up
E. J. Grist 3 2 down
Capt. H. Chrichton, R.N. 11 2 6 2
Sir P. Chater 12 6 6 6
Condr. W. H. Nicholson, R.N. 9 6 6

31 entries.

POOL.

Mr. W. H. Martin 89—12 = 77
J. K. Corsar 91—12 = 79
E. J. Grist 85—5 = 80
W. W. Clark 88—6 = 82
A. J. Williams 99—16 = 83
J. C. Gray 107—22 = 85
A. Brooke Smith 106—20 = 86
H. M. Boxer 102—15 = 87
W. J. Saunders 103—15 = 88
G. Stewart 93—4 = 89

27 entries.

THE HONGKONG CHINESE HOLIDAY.

NEXT Monday, the 23rd of the 3rd moon on the Chinese calendar, is an important annual holiday—Tin How—for the Hongkong Chinese. On this day the religious repair up the Canton River, some two and a half hours' journey from this city, and worship in the multi-deity temple at Shek Wan, so named Tin How after the God of Goats. One of the indulgences prayed for on this day is an increase of family, while there is an inner temple dedicated to several special family gods. A bazaar of "joss pigs" is also held in the locality, the while affording a splendid opportunity for sight-seeing globe-trotters. The river steamer *Chu Kong*, and various other similar craft and launches will run excursions on Friday, Saturday, Sunday and Monday.

THE LILLIPUTIANS.

"BELLE OF NEW YORK."

Mr. Pollard's rendering of this play with his juvenile opera company, at the City Hall last evening, was very commendable. Miss Lily Moore again made a fine young man about town as a "young spendthrift" and it was not for the indispensable programme, would not be recognised as a young lady in disguise. Miss Irene Lotus had a difficult part as "A mixed ale-puffist" and performed it with credit, but a little too "gentle" to do justice to the part. Ma ter Fred. Po lard had the pleasant duty of singing a "Flag Song" which appealed to a patriotic mixed audience of Britons and Americans, and was loudly encored. His sisters Daphne and Connie were appreciable little stars in their respective parts of "Queen of Comic Opera" and "a little Parisienne." The roles of the "Twin Portuguese Noblemen" were well executed by Miss Delvin Brown and Master Eddie Macnamara. Miss Alice Pollard and the others fairly demonstrated that they had studied their respective parts and received well merited applause. Dancing was good, and the limelight display greatly added to the effectiveness of the scenery. The apparatus is much better placed than on the occasion of their last visit.

THE Beer to drink in the tropics is the Beer made in the tropics—**SAN MIGUEL**.

TELEGRAMS.

Police for the years 1899 and 1900. In the Report of 1899 under the heading of "Triad Society" the following paragraph appears:—

"7. This Society became very active in the New Territory during the summer, the object of the leading members being apparently to enrich themselves at the expense of law-abiding people."

"Subscriptions for the Society were freely demanded to support, as the victims were made to believe, a rebellion against the British, and threats were used when other means to obtain money failed. Endeavours to induce people to inform against their persecutors were unsuccessful, so great is the terror inspired by the Society. A raid, therefore, was made simultaneously at five different places in the New Territory in October, and several important arrests were made. The fishermen at Kat O, a village on Crescent Island in Mirs Bay, had been greatly harassed by the Society, and the Police were fortunate enough to arrest two leading members of the Society there, and to get evidence of robbery and rape against one, who was convicted at the December Sessions and sent next to 9 years' imprisonment with hard labour, and of robbery against the other, who was also convicted and sentenced to 2 years' imprisonment with hard labour."

"Two other prominent members of the Society were arrested with insignia or writings of the Society in their possession, convicted of being members of the Triad Society, and sent to gaol. These arrests and convictions had a beneficial effect, but the Society requires to be closely watched." And from the Report of 1900 under a similar heading the following sentence occurs:—

"Nine men were charged with being members of this Society, five of whom were convicted and four discharged."

Taking into consideration the above extracts need I add anything further than by reminding you of the recent activities of the Police in connection with the event just before the present Chinese New Year?

In regard to the depredation of hardened criminals and dangerous characters the following official returns for the last 10 years will be of interest to your readers:—

Year.	Number banished.
1891	200
1894	226
1895	243
1896	255
1897	251
1898	268
1899	311
1900	249
1901	283
1902	177

And as regards mendicants, paragraph 17 of the Report of the Captain Superintendent of Police for 1902 will be of equal interest:—

"17. Three beggars were dealt with by the Police Magistrate and 3 were sent to the Tung Wah Hospital. 74 were summarily deported to Canton."

As to the remarks that "during the last 5 years the increase in 'serious offences' in the Colony has been 30 per cent compared with the figures for the previous 5 years," I should like to point out that, according to the census taken in 1891, the Chinese population of this Colony amounted to 241,762, and in 1901 the number had increased to 274,810, and in 1902 the native population according to the Report of the Registrar General amounted to 293,320, showing an increase of the native population in Hongkong alone in 5 years of no less than 51,538. To this number, however, must be added the estimated population of the New Territory amounting to a figure of 102,556, thereby totalling an increase of 1,000,000 population which has come under the British jurisdiction within the last 5 years of no less than 53,579; that is to say, an increase of 6 per cent. Taking this very large increase of population into consideration, an increase of crime of 30 per cent, though serious enough, is not to be wondered at, but is rather a matter for congratulation that the increase of crime has not kept pace proportionately with the increase of population.

In dealing with this question one must always bear in mind the extent of the vast area of the New Territory, the difficulties of policing it and of communication, the turbulent nature and ignorance of some of its inhabitants, and the short period which has elapsed since its inhabitants came under the British rule; but there is no reason to doubt why crime there should not be reduced to a minimum as soon as the organization of the Government is placed on a more thorough working basis.

As to the fact that during 1902 there was an increase of cases reported to the Police of 13.61 per cent over those of 1901, it should be pointed out that the bulk of this increase consists of petty larceny of stealing and in unlawful possession and burglary or larceny in dwelling, whereas the number of cases of robbery with violence from the person have decreased from 82 to 66, that is to say, a decrease of close upon 20 per cent. It cannot be contended for a moment that petty larceny is such a serious offence as robbery with violence. A decrease in the latter shows the condition of the Colony in a much more favourable light than a decrease in the former; and an increase of cases of larceny in a place does not show the want of care and vigilance of the police as the increase of cases of robbery with violence. It can be fairly contended that a great many cases of larceny in dwellings and from the person could have been prevented by the exercise of due care on the part of the individual from whom the property was stolen, but that, on the other hand, nothing but a well organized and effective police force could have kept down an increase of cases of robbery with violence. It can be readily understood that, in consequence of the drought last year, and the scarcity of food stuffs, and the disturbed condition in the neighbouring province, a large number of penurious persons have been driven to this Colony to look for a living, and there cannot be any doubt that the advent of this class of persons have greatly increased and reinforced the rank of piffers. It is open to doubt that the best organized police force in the world could have prevented these cases of petty larceny committed by the class indicated until the causes which have driven them to this Colony have been removed. To suggest, however, that the police could have reduced this number by deportation is simply a misconception of the working of the Punishment Ordinance. The powers conferred upon His Excellency by this Ordinance is no doubt very large, but it must be recollected that before a person is banished or deported, it must be brought in some way to the notice of the Governor that the person is a hardened criminal, a dangerous character, or a professional thief, or a confirmed mendicant. As it appears, gathered from what I have stated before, an increase in the population between 1901 and 1902 was over 100,000, and in 1902, before the Criminal Statistics were made up, it would have been most difficult if not impossible to foretell what number of these persons should be banished or deported in order to preserve the peace and good order of the Colony. With the statistics now before the public, the Government will doubtless exercise the power of deportation very much more freely in this year than they have ever done hitherto during past years.

ASK for ASAHI JAPANESE BEER.—
A. G. Girault.

The contents of paragraph 11 stating that unbroken relations with the local Government at Canton had been maintained frequently under very trying circumstances, etc., etc., have never to my knowledge been called into question, and I may be excused in passing it over without comment.

The statements in paragraph 12 express the opinion of the Petitioners regarding the probable works and results of the Public Health and Building's Ordinance, and need not be enlarged upon. Therefore, I may safely also be allowed to pass it over without any further remark.

In dealing with paragraph 13 stating that provisions had been made for a largely increased supply of water to the Colony by further arrangements for its conservation and distribution, and also the statement in paragraph 9 regarding the increase of the water storage and the better regulation of the water supply, I do not think that I do greater justice to these questions than by full swing as nearly as possible the working of an official statement on this subject which I have been courteous permitted to peruse:—

"One of the additional reservoirs in the Tytan drainage area recommended in Mr. Cooper's Report of the 9th May, 1896, is being carried out. The work is progressing satisfactorily and would have been further advanced had not a portion of the foundations of the dam required to be carried to a considerably greater depth than was anticipated on account of the unsatisfactory nature of the material met with in excavating. Arrangements were in progress for proceeding with another of the reservoirs recommended by Mr. Cooper, but the proposal was vetoed by Mr. Chadwick, who advised the adoption of a scheme for pumping water from a reservoir to be constructed at Tytan Tuk, which would render available a large additional catchment area. The scheme contemplated is a very large one, involving the construction of a dam within the tidal area of the bay or inlet capable of containing 1,000 million gallons of water or more. Surveys and trial works have been in progress continuously since Mr. Chadwick's departure, but many difficulties have been encountered including similar lever of a severe type among those engaged upon the work. It is hoped that reliable data will be obtained shortly regarding the depth at which the rock, which is visible on either shore of the bay, will be met with when a scheme will be prepared for submission to the Secretary of State. A number of minor works for increasing the water supply have been carried out including a new catchwater, channels to convey to the reservoirs the dry weather flow of the streams intercepted by the old catchwaters; and an alteration in the Tytan West catchwater which will double its delivery into the reservoir during heavy rains."

Concerning the distribution of water, I may simply mention that the Water Ordinance was passed last year for the better regulation and distribution of the water supply of the Colony and the proposed distribution of water by the Tung Wah Hospital. 74 were summarily deported to Canton."

As to the remarks that "during the last 5 years the increase in 'serious offences' in the Colony has been 30 per cent compared with the figures for the previous 5 years," I should like to point out that, according to the census taken in 1891, the Chinese population of this Colony amounted to 241,762, and in 1901 the number had increased to 274,810, and in 1902 the native population according to the Report of the Registrar General amounted to 293,320, showing an increase of the native population in Hongkong alone in 5 years of no less than 51,538. To this number, however, must be added the estimated population of the New Territory amounting to a figure of 102,556, thereby totalling an increase of 1,000,000 population which has come under the British jurisdiction within the last 5 years of no less than 53,579; that is to say, an increase of 6 per cent. Taking this very large increase of population into consideration, an increase of crime of 30 per cent, though serious enough, is not to be wondered at, but is rather a matter for congratulation that the increase of crime has not kept pace proportionately with the increase of population.

Comming to the final paragraph of the Petition touching upon the unsatisfactory condition of the local monetary currency, and the disturbed and unsettled state of Southern China, I do not propose to dilate upon it, least I may raise an unnecessary alarm in the Colony; but I may be allowed to point out that, in the opinion of those best able to judge from the stand of events in China, a crisis may at any time occur which will tax to the utmost the strength and the diplomatic skill and tact of the various branches of His Majesty's Government in the Colony and China. I may further point out that if the statement that "no Governor however good will have it in his hands to deal with Currency" is unanswerable then where is the utility of the Hongkong Chamber of Commerce and some of the influential and leading Chinese addressing H. E. the Governor on the subject?

Referring to the criticism that His Excellency has not "pressed forward the many and important administrative improvements of which the Colony has long stood in need," and touching on the Post Office, the Law Courts, and the Blake Clock Tower, the following facts which I have been able to elicit on these subjects may prove to be of general interest:—

Blake Clock Tower:—In his despatch No. 201 of 3rd June, 1901, the Governor recommended the new Clock Tower very strongly and asked for a telegraphic reply; the reply is contained in the Secretary of State's telegram of the 10th of June, 1901, the total estimated cost of the work was \$102,367 and a sum of \$25,000 was provisionally inserted in the 1902 Estimate for the work, but the enormous expenditure on more pressing public works and on plague appeared to have prevented the carrying out of the work as no funds were available for the same reasons this work was omitted from the dr. 1st's minutes for this year.

Post Office:—A full history of the various proposals which had been made with a view of providing a building more in accordance with the requirements of the Colony than the existing one was given in the Governor's Despatch No. 9 of 1902 (Despatch Paper No. 16 of 1901) in which a scheme was put forward for the acquisition of a site which would enable the work to be gone on with at once instead of awaiting the completion of the Law Court. In accordance with the recommendations of past Committees, which have dealt with the matter, competitive designs have been invited from local Architects including those in the neighbouring ports of Shanghai and Singapore. The designs were to be sent in at the end of the current month, but the time was extended to one month at the request of some of the local Architects. The scheme now in hand will enable the new Post Office to be completed at least five years earlier than that formerly arranged.

Law Courts:—The site of the building is partly on land reclaimed under Ordinance No. 16 of 1889 and partly on old ground. The latter was believed to be solid at the depth to which the masonry foundations extended, but this was found not to be the case and piling had to be resorted to. It was also considered desirable to make some alterations in the basement forming the chamber for the heating apparatus and, as this is situated partly below tide-level, the work was troublesome and had to be carried out. The contractor for the foundations did not, it appeared, prove to be altogether satisfactory, as a quantity of defective work done by him having to be taken down and rebuilt. The overseer who allowed this work to be done—a man appointed locally—was discharged. These mat-

ters combined cause very considerable delay in the completion of the foundations.

Tenders for the superstructure was called for in December last. Of those received only one was reasonable in amount, but enquiries made regarding the contractor who submitted it elicited such unfavourable replies that it was felt impossible to accept it.

Negotiations were entered into with some of the other contractors with a view of getting them to reduce their tenders to a reasonable amount, but without any material success, and arrangements are now being made to carry out the work departmentally.

In dealing with paragraph 13 stating that the statements in paragraph 12 express the opinion of the Petitioners regarding the probable works and results of the Public Health and Building's Ordinance, and need not be enlarged upon. Therefore, I may safely also be allowed to pass it over without any further remark.

The statements in paragraph 13 stating that provisions had been made for a largely increased supply of water to the Colony by further arrangements for its conservation and distribution, and also the statement in paragraph 9 regarding the increase of the water storage and the better regulation of the water supply, I do not think that I do greater justice to these questions than by full swing as nearly as possible the working of an official statement on this subject which I have been courteous permitted to peruse:—

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reservoirs to the new dam will be completed in 1903, and the new dam will be completed in 1904. The new dam will be completed in 1905, and the new dam will be completed in 1906. The new dam will be completed in 1907, and the new dam will be completed in 1908. The new dam will be completed in 1909, and the new dam will be completed in 1910. The new dam will be completed in 1911, and the new dam will be completed in 1912. The new dam will be completed in 1913, and the new dam will be completed in 1914. The new dam will be completed in 1915, and the new dam will be completed in 1916. The new dam will be completed in 1917, and the new dam will be completed in 1918. The new dam will be completed in 1919, and the new dam will be completed in 1920. The new dam will be completed in 1921, and the new dam will be completed in 1922. The new dam will be completed in 1923, and the new dam will be completed in 1924. The new dam will be completed in 1925, and

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"KEEMUN"	On 17th April
GLASGOW and LIVERPOOL	"PATROCLUS"	On 24th April
GLASGOW and LIVERPOOL	"CALCHAS"	On 30th April
GLASGOW and LIVERPOOL	"HYSON"	On 9th May
GLASGOW and LIVERPOOL	"AJAX"	On 18th May
GLASGOW and LIVERPOOL	"ANTENOR"	On 25th May

S.S. "KEEMUN" left Singapore 12th instant a.m., and is due here 17th instant.

HOMewardS.

FOR	STEAMERS	TO SAIL
*LIVERPOOL <i>vid</i> MARSEILLES	"PINGSUEY"	On 20th April
MARSEILLES, L'DON & A'WERP.	"DEUCALION"	On 28th April
MARSEILLES, L'DON & A'WERP.	"JASON"	On 12th May
*LIVERPOOL <i>vid</i> GENOA	"AGAMEMNON"	On 17th May
MARSEILLES and ANTWERP.	"TANTALUS"	On 21st May
LONDON	"PATROCLUS"	On 26th May
LONDON	"CALCHAS"	On 9th June
*LIVERPOOL <i>vid</i> GENOA	"HYSON"	On 12th June

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS <i>vid</i>	"KEEMUN"	On 19th April
NAGASAKI, KOBE and YOKOHAMA	"AJAX"	On 20th May

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BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 15th April, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR

	STEAMERS.	TO SAIL
TIENTSIN	"KWEIYANG"	16th instant.
SHANGHAI	"KUOKKANG"	17th "
MANILA	"SINGAN"	18th "
PORT DARWIN, THURSDAY IS., COOKTOWN, CAIRNS, TOWNS, VILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	21st "
KOBE	"TSINAN"	30th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

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* Taking cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

* See Special Advertisement.

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AUSTRALIAN PORTS.

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Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried—All the most up-to-date arrangements for comfort of Passengers.

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Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	Saturday, 18th April, at 10 A.M.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	Saturday, 25th April, at 10 A.M.
PERLA	1980	J. McGinty	MANILA (<i>vid</i> AMOY)	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 11th April, 1903.

[1208d]

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PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF
JAPAN, KOBE AND YOKOHAMA,
FOR

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

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"INDRAVELLI" 4,890 W. E. Craven April 20, 1903.
"INDRAPURA" 4,899 A. E. Hollingsworth May 14.
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Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

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PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

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FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 19th April.
FOR FOOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 22nd April.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 26th April.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 29th April.

* 1/4 SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply to the Co's Local Branch Office, at No. 2, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, 15th April, 1903.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY,
LIMITED.

HONGKONG-MANILA,
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light, First Class Accommodation, Unrivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th January, 1903. [356]

STEAM TO CANTON.

THE Splendid New Steel Twin Screw Steamer

Shipping.

STEAMERS.

STEAM TO CANTON.

KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

Hongkong, 14th March, 1903. [322c]

FRENCH MAIL

Twin Screw S.S. "SAN CHEUNG,"

657 Tons, Captain Murphy, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare \$3.00 Single Journey. Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

Hongkong, 14th March, 1903. [322c]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINE.

STEAM FOR

SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAYER,"

of the NORDDEUTSCHER LLOYD,

Captain H. Bleeker, due here about the outward German Mail about THURSDAY

11 A.M. will leave for the above Places about 12/24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 11th April, 1903. [153c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above on FRIDAY, the 17th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 14th April, 1903. [461c]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL (With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SHIPPING REPORTS.

Capt. Williamson, of the s.s. *Lathian* from Singapore, reports:—Light breeze, smooth sea, fine and clear.

Capt. Suzzani, of the s.s. *Hongkong* from Haiphong, etc., reports:—Moderate E.S.E. by winds, and fine hazy weather.

Capt. Craven, of the s.s. *Indus*, from Portland Ore., reports:—From Moji fresh N.W. winds, and moderate following seas to Turnabout, from thence drizzling rain and haze with light variable winds to port.

SHIPS PASSED THE CANAL.

Outward—24th March—*Malacca*, *Bayern*, *Hennhoh*, *Denbighshire*, *Wurzburg*, 27th March—*Tiberghien*, *Benatty*, *Goodwin*, *Silvia*, 31st March—*Calchas*, *Gibraltar*, 3rd April—*Pyrillus*, 7th April—*Rombay*, *Hakata Maru*, *Strassburg*, 9th April—*Glenyle*, *Kawachi*, *Maru*, *Hyon*, *Austria*.

Homeward—20th March—*Tantalus*, 27th March—*Glenartney*, *Sado Maru*, 3rd April—*Suevia*, 7th April—*Banca*, *Dardanus*, 9th April—*Dioned*.

Arrivals at Home—3rd April—*Manuel*, *Laguna*, 6th April—*Ceylon*, 7th April—*Annam*, 9th April—*Wurzburg*, *Preussen*.

HONGKONG AND WHAMPOA DOCK RETURNS.

Compania de Filis... at Kowloon Dock, *pinas*...
Hyades... " " "
Montanes... " " "
Hue... " " "
Formosa... " " "
H.I.G.M.S. Jaguar... " " "
Canton River... " " "
Chingwo... " " "
Selun... " " Aberdeen "

CHINA COAST METEOROLOGICAL REGISTER.

April 14th, 1903, a.m.

Wladivostock	7 a.m.	—	—	—	—	—
Nemuro	a.m.	30.05	—	—	sw	6
Halidate	"	30.44	—	—	—	0
Tokio	"	30.23	—	—	NE	0
Kochi	"	30.42	—	—	NE	0
Nagasaki	"	30.11	—	—	SE	10
Kagoshima	"	30.19	—	—	S	6
Oshima	"	30.16	—	—	S	4
Naha	"	30.13	—	—	SE	2
Ishigakijima	"	30.00	—	—	SE	2
Taihoku	5 a.m.	30.04	—	—	S	2
Taichu	"	30.02	—	—	S	2
Tainan	"	30.05	—	—	N	2
Koshun	"	30.02	—	—	E	6
Pescadores	"	30.02	—	—	N	2
Weihaiwei	9 a.m.	—	—	—	—	—
Gutlauf	"	—	—	—	—	—
Sharp Peak	"	37.20	57	87	N	3
Amoy	6.30 a.m.	30.08	66	95	0	—
Swatow	9 a.m.	30.09	69	90	—	c
Canton	"	—	—	—	—	—
Hongkong	10 a.m.	30.07	77	81	ESE	1
Victoria Peak	"	—	—	—	E	1
Gap Rock	"	30.05	—	—	ESE	2
Macao	"	30.06	77	—	E	1
Haiphong	"	30.00	82	63	NNW	1
Manila	"	30.00	—	—	ad	—
Malate	9 a.m.	—	—	—	—	—
Bacolod	"	—	—	—	—	—
Iloilo	"	30.01	81	—	N	1
Cebu	"	39.97	85	—	—	o
C. St. James	10 a.m.	—	—	—	—	—

YESTERDAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.07	29.98
Temperature	77	77
Humidity	81	84
Rainfall	—	—

HONGKONG AVERAGE MARKET PRICES.

Corrected to Friday, 27th March, 1903.
At 100 cents per Dollar Mexican.

BUTCHER MEAT

	Cents.
Beef sirloin & prime cut—Mei Lung Pa	lb
" Corned—Ham Ngau Yuk	17
" Roast—Shiu	17
" Soup, Tong Yuk	16
" Steak—Ngau Yuk Pa	16
" Sausages—Ngau Yuk Chaung	15
Bullock's Brains—Know... per set	—
" Tongue fresh—Ngau Li... each	45
" " corned—Ham Ngau Li...	50
" Head—Ngau Tau...	8
" Heart—Ngau Sum...	8
" Hump, Salt—Ngau Kin...	12
" Feet—Ngau Ker...	12
" Kidneys—Ngau Yiu...	12
Tail—Ngau Mei...	16
Liver—Ngau Con...	16
Tripe (undressed—Ngau To...)	6
Calves' Head and Feet—Ngau-chai-tau-keuk...	set
Mutton Chop—Yeung Pai Kwat	lb
" " Leg—Yeung Pei...	23
Shoulder—Yeung Shau...	7
Pigs' Chitlings—Chi cheong...	7
" " Fat—Chi Keok...	12
" " Fry—Chi Chak...	12
" Head—Chi Tau...	14
" Heart—Chi Sum...	each
" Kidneys—Chi Yiu...	6
Liver—Chi Kon...	lb
Pork, Chop—Chi Mai Kwat	18
" Corned—Hai Mai Kwat	18
" Leg—Chi Pei...	18
" Fat or Lard—Chi Yau...	15
Sheeps' Head and Feet—Yeung Tau Keek...	set
" Heart—Yeung Sum...	each
" Kidneys—Yeung Yiu...	6
Liver—Yeung Con...	8
Stuck Pig—To Order—Chi Chai...	18
Suet, Beef—Sang Ngau Yau...	18
Mutton—Sang Yeung Yau...	16
Veal—Ngau Chai Yuk...	16
" Sausages—Ngau Chai Yuk Tong...	15
POULTRY.	
Chicken—Kai Choi...	lb
Capons, Large, Small—Sin Kai...	—
Ducks—Ap...	30
Doves—Pan Kai...	each
Eggs, Hen—Kai Tan...	per doz.
Fowls, Canton—Kai...	lb
Hainan—Hoi Nam Kai...	—
Geese—Ngo...	18
Geese, Wild Shanghai—Sheung Hoi Ye...	—
Ngo...	pair
Musk Deer—Wong Keng...	each
Hare—Tu Chai...	—
Partridge—Che Kho...	—
Pheasant—Sham Kai...	pair

Pigeons, Clinton—Pak Kup	each
Quail—Um Chun	dozen
Snipe—Se Chui	each
Turkeys, Cock—Fo Kai Kung	"
" Hen—Na	"
Teal, Shanghai, Sui Ap Choi	each
Wild Ducks Canton—Sang Shing Sui Ap...	per pair \$1.00
FISH.	
Barbel—Ka Yu	lb
Bream—Jin Yu	lb
Canton Fresh Water Fish—Hoi Sin Yu	—
Carp—Li Yu	—
Catfish—Chik Yu	—
Codfish—Mun Yu	—
Crabs—Hai	—
Cuttle Fish—Muk Yu	—
Dab—Sa Mang Yu	—
Dace—Wong Mei Lun	—
Dog Fish—Tin Tu Si	—
Eels, Congor—Hai Man Yu	—
" Fresh water—Tam Sui Yu	—
Frogs—Tien Kai	—
Gourami—Sek Ipan	—
Gudgeon—Pak Kup Yu	—
Herrings—Tso Pak	—
Halibut—Cheung Kwan Yu	—
Lebrus—Wong Fa Yu	—
Loach—Wu Yu	—
Lobsters—Lung Ha	—
Mackerel—Chi Yu	—
Monk Fish—Mou Yu	—
Mullet—Chai Yu	—
Oysters—Sang Hoo	—
Parrotfish—Kai Kung Yu	—
Perch—Tau Loo	—
Pike—Fa Paw Poong	—
Plaice—Pan Yu	—
Pomfret, Black—Hak Chong	—
Pomfret, White—Pak Chong	—
Prawns—Ming Ha	—
Ray—Pei Pa Sa	—
Rock Fish—Sek Kan Kung	—
Roach—Chun Yu	—
Salmon, (Cton), fresh water—Ma Yau Yu	—
Shark—Sa Yu	—
Skate—Po Ipan	—
Shrimps—Ha	—
Snapper—Lap Yu	—
Sole—Ta Sui Yu	—
Tench—Wan Yu	—
Turbot—Cho How Yu	—
Turtles, small, fresh water—Keok Yu	—
White Bait—Ngan Yu Choi	—
FRUITS.	
Almond—Hung Yan	lb
Apples, (California)—Kan San Ping Ko...	—
" (Chefoo)—Tin Chun Ping Ko...	—
" Small—Hoi Tong...	each
Bananas, fragrant, Canton—San Cheng Heung Chiu	—
(brides), Macao—San Ilcung Chiu	—
Chestnuts, Chinese—Foong Lut...	—
Carambola—Yeung Tau...	—
Coconuts—Veh Tsz...	each
Grapes—Sin Tai Tsz...	lb
Lemons, China—Ning Mong...	—
Lichees, Dried—Lai Chon Con...	—
" Fresh, Small stone—Chut Wat Lai Chai	—
" Large "—Tai Wat Lai Chai	—
Limes, (Saigon)—Sai Kung Ning Moong...	—
Mango, Manila—Lui Sung Meng...	—
Mango, Saigon—Sai Kung Moong	—
Mangosteens, San Chuk Tsai...	doz.
Oranges, (Canton)—Sang Sheng Tim Chang...	—
" Small—Tai Kut...	—
" Mandarin—Tim Kut...	—
Olives—Pak Lam...	lb
Pears, (American)—Kan San Shut Li...	—
" (Canton), Cooking—Sa Li...	—
Pine-apples, 1st quality—Sheung Poon Ti Paw-law...	each
" and cocking—Chung-tang Paw-law...	—
Peanuts, Fa Sang...	—
Persimmons Large—Hung Chie...	—
Pumelo, Siam—Chim Lo Yu...	—
Platams—Tai Chen...	—
Walnuts, Hop Tou...	—
VEGETABLES, &c.	
Artichokes, Shanghai—Sheung Hoi Ah Chi Chau...	lb
Beans, (French) Macao—Oh Moon Pin Tau...	—
Beans, (French), Shanghai—Sheung Hoi...	—
Beans, Sprout—Ah Choi...	—
Beans, Long—Tau Kok...	—
Boat Root—Hung Choi Tau...	—
Brinjals, Green—Cheng Yuen Ker...	—
Brinjals, Red—Hung Ker...	—
Brassica—Pak Choi...	—
Broad Beans—Chook Shun...	—
Cabbage, Chinese, com—Kai Choy...	—
Cabbage Root—Kai Lan Tau...	—
Cabbage, (Shanghai)—Yeh Choi...	—
Cane Shoots, bunch—Kai Shun...	—
Cauliflower, Large size—Tai Yeh Choi Fa...	—
Cauliflower, Medium size—Cheung Yeh Choi-fa...	—
Cauliflower, Small size—Sai Yeh Choi-fa...	—
Carrots—Kam Shun...	—
Celery, Chinese—Tong Kan Choy...	—
Celery, English—Yeung Kan Choi...	—
Celeri, White—Pak Yeung Kan Choi...	—
Chilles Dried—Con Lat Choi...	—
" Red—Hung Fa...	—
" Green—Cheng Lat Choi...	—
Curry Stuff, English—Kai Le Choi Liu...	—
Cucumbers—Cheng Kwa...	—
Dates—Sang...	—
Bitter Squash—Fu Kwa...	—
Ginger, young—Sun Tsu Keung...	—
" old—Le Keung...	—
Horse Radish, Shanghai—Lik Kan...	—
Indian Corn—Suk Mai...	piece
Lettuce	

SALE
OF
MUSLINS.

April 1st to 30th.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

SALE
OF
SILKS.

April 1st to 30th.

BARGAIN SALE OF
MILLINERY! MILLINERY!!

25

PARIS MODELS REDUCED FOR 6 DAYS ONLY
MUST BE CLEARED.

50

FANCY COLOURED STRAWS.

NEWEST SHAPES AT A SPECIAL PRICE OF

\$1.90.

WORTH FROM \$3.00 TO \$5.00.

RICH SILK SKIRTS AT \$12.50.

THE ABOVE ARE FAR BELOW COST AND WILL WELL REPAY A VISIT.

April 14th.

R. G. HECKFORD,
PRINTERS.